# THE BROKEN BOILER.

Conclusion of the Government Inquiry.

Testimony of Experts as to the Boiler Patches.

THE CORONER'S INQUEST.

Evidence of the Westfield Boiler Maker and the Engineer.

Educated Engineers at a Discount.

#### UNITED STATES INVESTIGATION.

Erastus W. Smith Summing Up the Cause of the Disaster-Differential Expansion Perfected-Chief Engineer Sewell, of the United States Navy, Condemns the Iron-The Hydrostatic Test Useless as a Certain Indicator of Unfitness-Ignorant Engineers to be Avoided-Spring Gauses Useless-A New Method of Inspection Advised-Closing of the Inquiry.

The United States Board of Inquiry into the cause of the Westfield disaster yesterday completed its labors, but though the last it was by no means the least important day of the proceedings. The reports, as given below, made out by United States Engineerin-Chief Sewell and Erastus W. Smith, of the Narragansett line of steamers, show considerable experience and depth of thought and research, and, though there is a slight difference of opinion, both lead to the primary cause of the explosion.

Before commencing the business of the day General Beiknap said he observed in all the newspapers an error with regard to the inaccuracy of the steam gauge. It should have read "one pound and seven-tenths" instead of "seventeen pounds," as printed. He hoped that the press would correct this, as it was a very important point.

this, as it was a very important point.

THE GARGE ERRS ON THE RIGHT SIDE.

H. K. Moore sworn and examined—I am superintendent of the American Steam Gauge Company; the Westfield's gauge was made by us, and sent to our agont in New York on the 16th of November, 1877; that gauge was not made for any particular boat; I have made some lifty thousand of this particular kind, and in my experience the springs ne'er become water, but, on the contrary, the tendency is to become weaker, and hence the indication in the latter case would be greater with a less pressure of steam on the boiler; the error would be on the right side for the safety of passengers and those attending the engines.

Azeal J. Sheppard sworn—I reside at San Francisco, and am a steamboat engineer; her been an engineer for thirty five years; I was engineer on board the steamer Mountaineer; her hell was single riveted, and tweive feet in diameter and one-quarter inch from the running steam was from forty-eight to fifty-two pounds; I ran her regularly at that without injury.

eer; her shell was single riveted, and twelve feet in diameter and one-quarter inch from the running steam was from forty-eight to fifty-two pounds; I ran her regularly at that without hilly two pounds; I ran her regularly at that without hilly two pounds; I ran her regularly at that without hilly two pounds; I ran her regularly at that without hilly two pounds; I ran her regularly at that without hilly two pounds; I ran her regularly at that without hill her shall have been and a some minute drawings in connection with this safer; as it is a matter of some importance I shall exhibit the drawings I have made and read the facts I have put together from the dats I have collected. (The drawings, three in number, were then fastened upon the wail behind the bench, showing the various sections of the boller, the fire surface and every part of the appliances.) In compliance with the requirements of your summons I have made several examinations of the vertex of the exploded boiler of the boat Westfield; as you have seen the disjointed parts of the ruptured boiler and their location I will only say that I tound the furnace end of the boiler, with the seam chimney and flues, several feet aft of its natural position, the forward end thrown over on to the starboard side; the second course of the round shell of the boiler, with the sequer turnace end, composed of four plates, I found entirely disconnected from the boiler, lying, part of it, in the bottom of the boat amp part up against the port side of the boat, find criender a little above the main leck; a triangular-shaped corner, about iour feet long by one and a half feet wide, had been projected and detached rom the upper end by the force of the blow, with which the course had struck the deck timbers below the upper end of the course had struck the deck timbers below the upper end of the course had struck the deck timbers below the upper end of the course had struck to deck timbers below the upper end of the course had struck to deck timbers below the upper end of the

NATURAL TENDENCY OF CHANGE OF SHAPE terrupted by the stiffness of the lap would cause cris ad disturbance of the particles of the iron; and all e motion may have been but little at each

MATURAL TENDERGY OF CHANGE OF SHAPE interrupted by the sulfiness of the lap would cause crimping and disturbance of the particles of the 100 g and although the motion may have been but little at each time, if continued through a long interval of time, would ultimately cause weakness and fracture; the tougher and more ductile the iron the longer the plate would withstand the contortion without cracking; I see on us round shell but one place showing the marks of the saddle supporting the boiler, and this place, the mark the entire length of the saddle, is very plain from adhering putty and the outline of paint; I infer there has not recently been a saddle until it was removed for putting on the soft patches; there are severally to the saddle; the projecting boil ends and must do not show the slightest trace of putty, which is usually placed between boiler saddles and the boiler, nor do the contiguous purts of the shell show marks of the saddle; the saddle at the book was suffered and supported in a circular shape, with interior bracing and strap, as well as the head of the boiler; if the saddle at the end of the shell was removed and not restored the load upon the saddle near the ruptured course has greatly increased, and as the shell at this point is not stiffened by internal bracing the change of shape of the shell from the weight of the boiler and the end water above on the rounds of the boiler and the end water above on the rounds of the boiler and the furnace I estimate at 18,000 counds, and the iron no doub weighed as much most if the small supporting surface of only about on outlarter inch thick, the lact of the crimping and cracking of the ron is not surprising; with the end and its in position the pressure there upon the central addle would be erry great, and the shell, in my opinion, would receive some contortion at or near the end of the saddle; I be live also that he lower portion of the boiler was under a syver a strain FEOM CONTRACTION.

In consequence of the higher temperature of the interior free

would be much cooler than the water within the boiler, owing to the temperature due to the steam pressure—any 210 degrees;

THE WATER FROM THE TANKS

was pumped into the boiler through check valves about two feet from the bottom of the boiler, and only five inches above the time of fire grates, and would naturally, being cooler and heavier than the water within the boiler, settle in the bottom and cause antagonistic strains between the expanded from of the ire surface and the contracting of the iron in the bottom of the shell; when the boiler hast received general repairs, as I am informed, the water bottom was cut off and legs substituted, so that the right angied surface projecting ix inches below the bottom of the round shell was removed; it will endeavor to substantiate this theory by an ACOUNT OF A EMPTIFER WHICH TOOR FLACS in the bottom of the shell of one of the boilers of the steam-boat Narraganseti in the winter of 1898 it as the passengers were already on board and would be to some extent detained, the engineer started his fires and allowed them to burn rather more freely than was his custom when frat "firing up;" before steam was raised sufficient to work the same the engineer reported an extensive rupture in the bottom of the round shell of post boiler, and saired we should not be able to make our trip, as the water was then running out of the boiler; as we had an independent steam feed pump it was immediately applied to that boiler to keep the tire surface from becoming exposed or above water and overheated; after about an hour the interior circulation of the water had so far increased the temperature of the boiler with the other, making the passenge with a reduced pressure of steam; at the end of the passans we covered the crack with quarter-inch plates and boiler inside and outside, and thorroughly boiled it, which made a good repair, and itcontinued light while the boiler remained in the boat; the plate was simply made and work had an automatically and the rounds and work had not the plate was s

roughly boiled it, which made a good repair, and itcontinued igin while the boiler remained in the boat; the plate was simply THRUST ASUNDER BY INTERIOR EXPANSION, and there seems as the series of t

this upper surface of the upper ities was about one-sixteenth of an inch.

Mr. Boole then announced that the last witness had been heard and that the investigation was now closed. Addressing the reporters, he thanked them for the care and attention they had given the investigation from the beginning. As to the report to be made, he desired to say that it would not be inade public until after it had been submitted to Mr. Long, the Supervisor of the district, by whom it would be sent on to Washington, and it was for the Supervisor to say whether or not it would be made public previous to its being sent to Washington. In explaining why it was that Mr. fill was one of the commission in charge of the investigation, he said it was because Mr. Matthews was in office with him he himself as an inspector of hulls and his colleague as an inspector who had recently inspected the boiler of the Westfield, it was not considered right by the supervising inspectors that he should sit on the commission. For that reason alone Mr. Hill, his other venerable colleague, had been invited to assist in conducting the business.

## THE CORONER'S INQUEST.

field and the Colored Engineer-Educated and Scientific Engineers "Don't Amount to Much."-The Staten Island Ferry Can De Without Them.

The Coroner's inquiry was resumed yesterday morning before Coroner Keenan at the Council Chamber of the Assistant Aldermen. The evidence yesterday showed that the boiler was defective, and the cross-examination of the witnesses by Professor Thurston, of Hoboken, greatly aided this result. Robinson, the engineer, admitted his inability to read, but was evidently of an opinion that in all other respects he was well qualified. It appears that the Staten Island ferry is the only large ferry in the city without an educated and qualified chief engineer. The following evidence was taken:-

Staten Island ferry is the only large ferry in the city without an educated and qualified chief engineer. The following evidence was taken:—

I am an engineer; I am not a machinist; I khow the engineer of the Vestideli; he was under me for three years, sixteen years ago; he afterwards ran the engine for me; he was on the boat when I took charge of her; thad no doubt he was fully capatie; I am in the habit of laking dremen as engineers when the boses are the Wyoning sixteen years ago; I am employed at Allison's dry dook at present; I have charge of two high pressure steam engines; Robinson is a naturally smart fellow and a competent man to take charge of a boiler; if he is not I don't know where you will find one; I saw nothing the matter with the boiler; I did not see any crack, and I am sure there was pleaty of water; if the race had held the from would not have given away; it was, in my opinion, a high pressure of steam that did the business; the boiler would stand thirty-five or forty pounds. I think; I would have carried that amagineer; I don't know that Robolic would the gauge; never explained to him how to do it; you can only test a gauge by trying it with another gauge; that cannot be done on noard the boat; I have used three engineers, I know, from dremen; a freman is not a coal passer; meat of the engineers on the Jersey and Fulton ferries commonced as irremen; they command the highest wages; I got \$110 a month; the ferry company could not hire me for \$55; the engineer may go on deck, but should not lose sight of his engine; engineers on coean vessels are not paid any more because they know more; Robinson condit put a patch on a boiler quite as well as a boiler maker; the chief engineer of Folion ferry have well as a boiler maker; the chief engineer of Folion ferry in matter the work of the three tracks and the most highest of the intervention and the first done from the side engineers on the decay of the boiler was done in the book connection; the root is not become three is the water surface. I have

other, despite of the shell inside of the shell (measuring it with a rule).

Professor THURSTON—Lock again.

No; it is not the outside of the shell; that has got the curve; but the curve at our end has gone the wrong way; that curve having been reversed that way has probably opened the crack; if a man weit to look for the crack he could find it with a light and a knife; I know of no possible way of detecting that crack; the striking of the haimmer would not indicate the presence of the crack; if there is no water in the close there could not be any ring; the striking on metal has a harmonious sound according to the density of the metal; my opinion is that the break in this sheet is a new break; there is no sediment in it; the violence of the explosion could not have washed it away; I have found "shaky" iron at the edge on the port of the boiler; there is no other way of making a sheet even than by ohpping and catking; I am a your my of making as the even than by ohpping and catking; I am a working at the trade of yolier-making; I am a journayman

now; I made boilers for Robert L. Stephenson, and he was in favor of the drift pin, because it contracted the boiler together; I don't like the ritumer at all you cannot boil the boiler without a drift pin, I have seen a hole broken by the use of the drift pin.

By the Jury—The drawing of the boiler was made in the ferry house; I worked from the drawing; we had orders for two boilers at that time; both engines were called the "two-fifths," the names of the boats were the Westfield and the Gold Higher.

By M. Brown.—I have put a patch on a new boiler before it left shop.

ROBEST CRANSON.—I reside at Carltonville, Staten Island; I am foreman on the Staten Island ferry; I went on duly on board the Westfield at twelve clock; at half past twelve we started for New York; I found the fire very dull, indeed; I shut the furnace doors at twenty minutes past twelve, and they remained shut until we started; I opened the doors to look at the fires, but kent them closed until we arrived, until ten minutes after one; we tried the water when we got in the slip; the fires required attention on the trip; opened the doors to took at the both is when I arrived, raked up nres over again; that was as we were coming into the slip; I had an assistant, and we both did it; I tried the water and went up the ladder where the cylinder was, and got that all clean; I went to the slide can and got a drink of water; then went down to the fireroom; I did not see the engineer during all this time; it was not my business to go to the engine room; when I got down I found the fires were low; when I went up again I saw my partner going right down; he shut the furnee doors about twenty or twenty-three minutes past one; he saw the fires very dark and he shut them up; I opened the doors when I went down, and the steam blew off; I waited down starrs on the foot of the ladder; the government valve was blowing off slight, a kind of simmering noise; this was just immediately before the explosion; I never examine the steam gange; I look at it sometimes in the morning; the bigheat I aver Exw was not over twenty-five pounds.

By Mr. Folky—How soon do you expect to be premoted to engineer?

WITNESS—I don't know.

Mr. FOLKY—How soon do you expect to be premoted to engineer?

WITNESS—I don't know.

Mr. FOLKY—How soon do you object to be premoted to engineer?

WITNESS—I don't know.

Mr. Folky—How soon do you expect to be premoted to engineer?
WINNESS—I don't know.
Mr. Folky—Did you solicit the position as freman with a view to become an engineer?
WINNESS—No! did not; my partner ran an engine; he has been on the ferry fitteen years; we had everything shut and tight three minutes before the explosion; the engineer gave me orders; I was under his control; there was no gauge in the fire room; there is not one on the other boats; there is one now being put upon the Northfield.

By Mr. Brown, counsel for the Ferry Company—The doors were open when the explosion took place; the next time I saw the engineer was when I saw him coming up out of the fire escape hatch.

The Corners—If you have any questions, to put Mr. Brown, you must put them in writing and hand them to me.

there?
WINNESS—Yes, I have; one of the ferryman; that's Consolly; he was a fireman under me.
Mr. FOLKY—Did you ever take instructions in mechanics?
WINNESS—No; I only watebed them and he/ped them the
hest way I could; I was examined first by Mr. Renwick.
Hy a JURYMAN—Are you not required to have a certificate now? Your certificate has run out.
WITAESS—No; it is not necessary on the Staten Island
GUIT. Mr. Foley, as foreman of the jury, then asked the pleasure of the jury as to the adjournment, and it was ultimately decided that the inquest should be adjourned until eleven o'clock on Monday morning.

THAT DISINTERESTED CORPORATION.

TO THE EDITOR OF THE HERALD:-Please accept my thanks for your report upon the Astoria Ferry Company. I am sure there is not a passenger—farmer, coachman, hackman or any other man or woman—compelled to cross over that miserable ferry but will gladly tender you the same. I should like to advise this disinterested company how to make the ferry pay. In the first place let from take down that dirty hog pen on the New York side called a ferry house and put up a good substantial one, and also docks and bridges, for the latter are unsafe for cart or wagon to has over, and the ferry house is not only leaky and dirty, but full of vermin, and of course not fit for a lady or gentleman to take shelter in. Then let them get two good boats, for the machinery and the boiler in the Williamsburg are not safe. The latter is likely to explode any day. I have this from good authority, Keep the boats clean and fit for man and beast to cross over in. I will guarantee they will make it pay—yes, and pay well. beast to cross over in. I will guarantee they will make it pay—yes, and pay well. All the funerals from Yorkville and Hariem—yes, and even from Morrissania—are compelled to cross over the Thirty-fourth street ferry, because, in the first place, the Astoria ferry run but one boat every half hour; and then again, after one-half the carriages are over they don't know but what the other half might have to wait an hour or two on account of some repairing to be done on boiler or machinery, for there is hardly a day but what they have to lay up one or two trips on that account. Then, again, in the evening there are hundreds of gentlemen with their teams crossing over to go to the Central Park, and, of course, they take Thirty-fourth street ferry, whereas it the Astoria had decent boats they would use them in preference, it being so much nearer the Park. I have been a reader of the Herald the last fourteen years and have always admired it for its independence. I hope you will not desist until we have a decent ferry.

AN ASTORIA PASSSENGER FOIL THREE YEARS.

## FREE LOVE AT DUTCH KILLS.

A Woman Attempts to Murder Her Husband. some six months since a couple by the name of Williams took up their abode in Dutch Kills. The husband was a hard working mechanic, and the wife a bright eyed middle aged woman of more than ordinary attractions. A number of children, the oldest a girl fourteen years of age, were the fruit of their married life. Up to this date everything had passed off pleasantly between the parties. But in an evil hour a young man, named John Owens, came to reside in the family. Soon matters began to look wrong. The wife was talked of by her neighbors, and the eldest girl declares that her mother and Owens would be locked up in the bedroom for hours. During a quarrel upon this subject between the husband and wife on the 17th of July, the wife, seizing a large butcher knife, plunged it into the neck of ner husband and immediately led with Owens, leaving the wounded man for dead. Fortunately no vital part was struck and Williams lived. A warrant was immediately issued for Mrs. Williams, but until a day or two since she could not be found. She was finally arrested in Greeupoint, with her paramour, and yesterday brought before Recorder Parcells, of Long Island City, who held both Mrs. Williams and John Owens to await the action of the Grand Jury. their married life. Up to this date everything had

## FORRESTER HEARD FROM.

He Is in Louislann-Denies the Murder of Nathan and Defies Capture. The St. Louis Democrat has positive evidence that Forrester, the alleged murderer of Nathan, is in the neighborhood of New Orleans. It says that a man, a daring man like Forrester, knowing every luch of Louistana, being possessed of the knowledge of innumerable hiding places unknown to the officers of the law, should abandon his chance of escape and go to a strange country, risk chances of capture and leave his wrie and child to run their own way unheeded would be very foolish. For rester did not do any such thing. He stayed where he was, and was walking through the streets of New Orieans a short time ago. His wife, not his mistress, Lizzy is now residing in New Orieans and receives news from him regularly. One of his letters is published in the Dernocrat. He denies in the most positive terms that he is the muruerer of Nathan, and says "If the authorities remit the thirteen years of imprisonment due him in Joinet Pisson are will surrender himself for trial; otherwise he declares that he wil not be taken alive. He has been hiding in the bayous and swamps of Louisana, but recently crossed the boundary line of the United States and is living in an adjoining country. numerable hiding places unknown to the an adjoining country.

## NOT THE SON OF A MARQUIS.

CAMP BELENAP, WEST POINT, August 10, 1871. TO THE EDITOR OF THE HERALD:-

I desire respectfully to disprove an item which appeared in the issue of your paper of the 9th inst., to the effect that the Mr. Heimke who is a cadet here had run away from his father, the Marquis de la had run away from his father, the Marquis de la laboring under an egregious error, as the Mr. Heimke who is here never ran away from his father, who is as far from being a marquis as I am from being a shoemaker. And as to dueling, I must say that I do and always did lack the moral courage of either giving or accepting a challenge to a duel. By doing me the justice of rectifying this matter you will very much obige Will. LIAM HEIMKE, Cadel South Class Ented States Mintary Academy.

GOLD HIGHER.

The main feature of interest in Wall street to-day was a squeeze in gold caused by the well known device of a lock up. As before, it did not appear to device of a fock up. As before, it did not appear to be intended to advance the premium, but simply to secure a profit from high rates of interest in loaning; but, no relief coming after Clearing House hours, it had this effect. Thus gold opened at 112½ and quickly advanced to 112½. From 1-32 to ½ of 1 per cent per day was paid for berrowing, vet gold reserved. cent per day was paid for borrowing, yet gold reso-intely refused to go any higher, the shorts proferring to pay these extravagant figures to covering. In the afternoon, however, when the same rates were maintained even to the close of business, it advanced to 112%, where it remained firm at five o'clock, 112% bid. The report of the Gold Exchange Bank shows the extent of this lock-up, as also the large business done yesterday. Gross clearings, \$89,000,000; gold balances, \$5,054,954; currency balances, \$5,664,484. The market throughout the day was excited, but the principal dealings were in loans. THE SPECIE SHIPMENT.

The following engagements are announced for the shipment of specie to-morrow:--
 Per steamship Hermann
 \$159,000

 Per steamship City of Brussels
 163,734

 Per steamship Ville de Paris
 25,000

The bullion in the Bank of France increased 1,900,900 francs during the past week.

GOVERNMENTS STEADY.

The government list continued quiet throughout the day, with only narrow fluctuations. The issues most in demand are, of course, those having the longest to run. The ten-forties are less sought for, the announced success of the new loan rendering them less desirable, and the market closed strong, as follows:—United States currency sixes, 114% a 115; do., 1881, registered, 110% a 117; do. do., cou-pon, 117 a 117%; do. five-twenties, registered, May and November, 113% a 114; do. do., 1862, coupon, do., 114% a 114%; do. do., 1884, do. do., 113% a 114; do. 113½ a 114½; do. do., 1884, do. do., 113½ a 114; do. do., 1865, do. do., 114½ a 114½; do. do., registered, January and July, 112½ a 113½; do. do., 1865, coupon, do., 112½ a 112½; do. do., 1867, do. do., 113½ a 113½; do. tenforties, registered, 109½ a 109½; do. do., coupon, 113½ a 113½; Central Pacific gold bonds, 93½ a 98½.

THE NEW LOAN.

As the particulars of the reported negotiation of \$130,000,000 of the new five per cent loan are learned there is less to occasion surprise at Messrs. Jay Cooke & Co. assuming such a large responsibility. It will be noticed that a present subscription of \$30,000,000 is all that has to be immediately provided for. Of this amount \$20,000,000 have been taken up by a syndicate of European bankers, and we learn to-day that the remaining \$10,000,000 nave been guaranteed by a syndicate of bankers here. This leaves only \$100,000,000. As a return for the former subscription Messrs. Jay Cooke & Co. are made the agents of the government, between Secretary Boutwell and both syndicates, and as regards the balance of five per cents yet unsubscribed for, virtually these and all others. To aid in placing this amount Secretary Boutwell announces that \$50,000,000 will be reserved for sixty days for the national banks, should they desire to subscribe, and, to induce such subscriptions, brings the following pressure to bear in his recent circular:-

recent circular:—
Banks making or obtaining subscriptions payable in coin will be designated by the Secretary of the Treasury as depositories of public money, upon the usual condution of placing in the hands of the Treasurer of the United States bonds of the United States for the security of such deposits. At the commencement of each month notice will be given of the redemption of an amount of bonds equal to the amount of subscriptions in coin for the preceding months, interest to cease in ninety days from the date of such notice. As the bonds specified shall mature, the deposits will be withdrawn from the several banks proportionately. A commission of one-sighth of one per ceat will be allowed upon all subscriptions made or obtained by national banks.

It will thus be seen that should any of the bonds called in be among those kept on deposit at Washing-

ton by the national banks as a security for their cir for others, with a proportion of 4% or 4 per cents besides losing the commission of 14 of 1 per cent. In addition to the redemption provided for above

Mr. Boutwell engages, on the 1st of September, to add a fund of \$20,000,000 gold from his surplus to the amount obtained from Jay Cooke & Co. as agents, with which to proceed with the redemption of the five-twenties, independently of current subscriptions. Supposing the national banks to accept the privilege offered them, there would then be only \$50,000,000 in the hands of the general agents. To urge the placing of this amount Mr. Boutwell limits the authority of former agents to the sale of equal 4 and 5 per cent bonds, all subscrip tions of 5 per cents to be credited to the amount in the hands of the general agents, Taking all these things into consideration it does not appear that any great risk pertains to the firm named in this negotiation other than any large banking house might be supposed to take. The question is rather one of profit. Mr. Boutwell is limited to one-half of one per cent as the extent of commission he can pay, and supposing the national banks to take fifty millions there would be only threeeighths of one per cent to the agents from that amount. The real source of remuneration, however, is in the temporary use of the money subscribe until such time as it is called for by the Secretary, who, from the necessary requirements of trade, will be compelled to proceed cautiously in this direction so as not to cause monetary embarrassment, and this he has pledged himself to do. The control of the foreign exchange market will also supply a large

source of profit. THE REDEMPTION OF THE PIVE-TWENTIES, announced to commence shortly, will be a work of considerable time, and may extend over a series of years. The plan determined on is a simple one, and such as to equalize the value of all of the issues liable to be called in. It has been decided to commence with the '62's, and the numbers to be cancelled will be determined as follows:-Into a wheel similar to any used ordinarily for such purpose of drawing lots tickets will be numbered, one to the highest number of millions of the issue chosen. Each number will represent one million, and the number being drawn all of that million will be announced for redemption, interest to cease at the end of three months. As many numbers will be drawn as the Secretary is prepared to cancel millions. By this means the last of the series will during the progress of redemption be of equal and not greater value than the first, and so of all the numbers of all the series,

The subscriptions to the new loan to-day were

STOCKS DULL. The stock market was of less interest to-day than either yesterday or the day previous, and, excepting Union Pacific and one or two others, was extremely dull. Union Pacific showed some wide and frequent fluctuations, being strongly supported by a party apparently operating for a rise, and as rapidly sold off when any success in that direction was attained. The precise purpose of the chque manipulating it does not yet seem clear. The sales to-day inside the room ranged all the way from 31% to 32%. Before the close the general market was at its best, but settled, on the street. The subjoined

Table shows the extremes of the miner	
Highest.	Low
War Vert Central and Hudson con'd. 98%	
New York Central and Budson certs. 94%	
Ene 30%	
Reading115%	1
Lake Shore	i
Lake Shore	7.
Wabash 63%	•
Pittsourg118%	
Northwestern 70	
Northwestern preferred 92%	
Rock Island	1
Milwaukee and St. Paul 61	
Milwaukee and St. Paul preferred 81	
Omo and Mississippt 46%	
Union Pacific 8214	
Hannibal and St. Joseph 69%	
Hauntbal and St. Joseph preferred 81%	
Western Union Telegraph 60%	
Pacific Mail 48%	
SOUTHERN SECURITIES	

are dull and steady at about yesterday's prices.

The following were the closing prices:—Tennessee ex coupon, 75% a 76%; do. new, 76% a 76%; Vir ginia, ex coupon, 64 a 65; do. new, 71 a 72; do registered stock, old, 54 a 55; do. consols, 67 a 68 do, deferred, 28 a 30; Georgia sixea, 83 a 86; do sevens, 91 a 93; North Carolina, ex coupon, 46 a 46) do. funding, 1866, 34 a 36; do. do., 1868, 30 a 32; do. | aupertue Wes

sixes, 95% a 96; do. Hannibal and St. Joseph, 94% a 95; Louisiana sixes, 67 a 69; do. new, 61 a 62; do. levee sixes, 63 a 70; do. do. eights, 84 a 85; do. Penttentiary sevens, 70 a 72; do. railroad eights, 78 a 80; Alabama fives, 68½ a 70½; do. eights, 100 a 101; do. railroad eights, 93 a 95; South Carolina stxes, 73 a 75; do. new, January and July, 57½ a 58; do. do. April and October, 59 a 60; Arkansas sixes, 53 a 55; do. sevens, Issued Little Rock and Fort Smith Railroad, 54% a 55%; Mobile and Ohio Railroad sterling, 90 a 91; do. interest eights, 80 a 82; do. second mortgage eights, 70 a 72; Mississippi Central Rail-road first mortgage sevens, 82 a 58; do. second first mortgage, 84 a 88; do. second mortgage, 78 a 83; Memphis and Charleston Railroad first mortgage, 84 a 86; do. second mertgage, 75 a 78; Greenville and Columbia Railroad, guaranteed by South Carolina, 55 a 57; Macon and Brunswick, guaranted by Georgia, 73 a 75; Wilmington, Charlotte and Rutherford eights, 59 a 61; Memplus and Little Rock Railroad eights, 76 a 78; Memphis city sixes, 581/4 a 591/4; Savannah city sevens, 85 a 88; New Orleans consols, old, 72 a 73; do. issued ratiroad sixes.

RAILRO	AD BONDS
are duil and steady. Th	e bids to-day were:-
New York Cen 6's, 1835. 93	Quincy & Tol 1st, 1890 86
New York Cen 6's, 1887. 91	Ili & South lows 1st m 55
New York Cen 6's, r e 90	Gal & Chie extended 100
New York Cen 6's, sub 90	Chic, R I & Pacific 103
New York Cen 7's, 1576.101	Morris & Essex lat m1033
Erie lat m. end 95	Morris & Essex 2d m 98
Eria 2d m 7's, '79 98	Clev & Tol s f
Erie 7's, 4th m. '80 89 Erie 7's, 5th m. '88 63	New Jer Cen new bds 100%
Erie 7's, 5th m, 's8 63	Pitts, F W & Chi ist m 106
Buf, N Y & E 1st m. '77. 935	Pitts, F W & Chie 2d m 100
Long Dock bonds 903	Clev & Pitts 3d m 99
Hud R 7's, 2d m, s f, '85.194	P. FW&CSpc eq bds.104
Hud R 7's, 3d m, '75103	Clev & Pitta con s f 92
Harlem 1st m 7's1023	
Harlem con mtg& a f 6's. 92	Clev & Pitts 3d m 97
Alb & Sus 2d bonds 144	Clov & Pitts 4th m 83
Mich Cen 1st m 8's, '821903	Chie & Alton 1st m103
Chi, Bur & Q,8 p c, 1st m.110	Chie & Alton income 94 6 Ohio & Miss 1st m 10036
Mich So 7 p c, 2d m 983 Pac RR 7s, guar by Mo. 100	Onlo & Miss con 93
Central Pacific bonds 984	Dub & Stoux C lst m 93
Union Pactic 1st m bds. 88	Peninsular RR bonds 90
Union Pac id grant 7's 84	Mil & St Paul 1st m 8's 105
Union Pac income lu's 863	Mil & St Paul Ist, 7 8-10. 94
Itt Cen 7 p c, 1875108	Mil & St Paul lat m 9314
Bellaville & So Ill 1st, 8'a 943	Mil & St Paul, I & M D., 89
Alton & T H 91 m pref 84)	Mil & St Paul 2d m 89
Chic & N W . f 98	6 Mar & Cin 1st m 95
Chie & N W con bds 90	Chic & Mil 1st m 91
Chie & N W ex bds 88	Jol & Chic 1st m103
Chie & N W 1st m 973	Col, Chi & Ind 1st to 887
Han & St Jo con	Col, Chie & Ind 2d m 67 Tol, Peo & W, E D 885
Del, Lack & W 1st m101 Tol & W 1st m, St L div 86	Tol. Peo & W. W D 863
Tol & Wab equip bds 88	
Han & Naples 1st m 88	Bos, Hart & Erle gtd 23
Gt West 1st m, 1581 91	
Gt West 2d in, 1893 £6	
The state of the s	EY EASY.
	returned to its condition of
THE MONEY MATKEL	returned to its condition o

extreme ease to-day, and borrowers on call found ready accommodation at from two to three per cent. FOREIGN EXCHANGE continues dull, and rates have again fallen to 109%

a 109% for sixty-day sterling, and 109% a 110 for short sight. BOUTWELL'S BALANCES.

	following	AND DESCRIPTION OF THE PARTY OF		asury	balanc	es a	t ine
close c	of busines	s to-da	y:				
Coin (c	ertificate	s inclu	ded)		8	36,78	3,000
		REVEN	UE REC	EIPTS.			
The	receipts	from	internal	revenu	e to-d	ay	were

SALES AT THE NEW YORK STOOK EXCHANGE

9	DANDS AT THE MEN TO	THE BIOCK HAUMANGE
	Friday, Au	gust 11-10:15 A. M.
g	850000 US 5-20, c, '65 11414	100 shs West U Tel 60
	1500 US 5-20, c, '67 1133	700 do 60
91	1000 U S 5's, 10-40, c., 113%	100 Con Coal of Md.bc 88
3	40000 U S 6's, currency. 11434	200 Pac M 85 Co b c 48
X,		100 Am Mer Un Exp.b e 5/
	7000 Tenn 6's, new 76	
81		
- 3	40000 N C 6's, sp tax 1932	100 NY CAHRRR 98
3	1 000 S C 6's, Jun Jy, n. 58	500 dobc 98
	1000 Alabama 8's 100	10000 N YC&HRR cf.be 94
	1000 Ark T's, is to L R&	500:0 do 94
	F 8 RR Co 55%	300 Erie RR 80
	27000 Long Dock bds 2014	400 Reading RR
	2000 Cen Pac gld bds 93%	200 Union Pac RR 81
	4000 Un Pac RR 1st m. 85%	2500 do b o Ba
	1000 Alt&Ter H 2d pf 85	100 do 815
	2000 Un Pac 10's, inc 87	2000 do 82
	2000 HASt J 8's, c b 103	200 do 81
â	1000 Mich Cen 8's 120	409 Chic & N W RR 69
	1000 P.Ft W & Chic 1st 106	500 do83 69
91	50 sha Ocean Bank 95	200 dobe 69
	20 Cent Nat Bk 10636	100 dob10 69
	100 Spring M Coal 71	100 Chic & R 1 RR b c 108
蚀	1 100 West Un Tel 60%	100 C, C,C & Ind RR 87
	825 do 60%	30 do 87
4	62 do 60%	640 Mil & St P RR 61
	500 dobc 60%	: 60 Pitta, Ft W & Ogtd. 99
	600 do 60%	200 Chic, Bur & Qr RR. 145
	200 40 60%	100 H & St Jo RR pref 81
•	Control Control Control	12:15 o'Clock P. M.
	87000 US 5-20, r. '62 113%	\$2000 US 5-20, c, '67 113
1	L000 US 6-20,c, '65, n 1125	500 dosmall 113
		One o'Clock P. M.
•	Francisco Contractor C	
	\$1000 T & W lat. S Ld 854	600 she Chie & N W RR. 69
	50 shs Am Mer U Ex 5636	100 Illinois Cent RR 132
•	100 do 57	100 Mil & St Paul RR 60
•	100 Ouick Min oref. b3 1936	10) Del, Lack & W R 108
	100 Pac M 88 Cobe 47	100 Un Pac RR bc 31
,	200 Harlem RR 128	500 do 81
	200 Erie RRbc 29%	100 do 81
ОΠ	1 000	100 Tal TF & IF G.

Half-	ast Five o' Clock P. M.
Western Union. 60% a 6 Pacific Mail	Rock Island 1083 a 109 5 St. Paul 61 a 612 5 St. Paul pref 81 a 813 6 Ohto & Miss 46 a 463 6 Han & St. Jo 693 a 693

## COMMERCIAL REPORT.

FRIDAY, August 11-6 P. M. FRIDAT, August 11—6 P. M.
ASRES were in light request at \$7 27 a \$7 75 for pots and
\$9 a \$9 75 for pearls, at which figures the market was firm.
CANDLES.—The market, though inactive, was unchanged,
small sales being in progress at 18c, a 15c. for adamantiae,
28c. a 29c. for stearic, 223cc. a 233cc for parafine, 29c. for
plain aperm and 39c. for patent sperm.
COFFEE.—The activity in the market for Bio was unabated

and full prices were readily obtained. The improvement in value since Monday is at least 1/2c, per lb., at which advance the market closes with an upward tendency. The sales of Rio here and in Baltimore, since yesterday's report, embrace about 21,000 bags, as follows:—4,034 bags per David Owens, 1,771 bags per Contest, a resale of 3,000 bags per Century, 410 bags per Ptolemy, 601 bags per Merrimac, and in Baltimore 3,500 bags per Edith, 1,095 growth and the second s To-Day. Last Evening. Total.

١	Consumption	424	103	9.7
١	Total	at .c. a	1,444 Me. per lb	8,863 reduction,
I	which was subsequently re- livery (basis low middling) th	to sales b	ave been as	follows:-
١	Last evening—August, 200 at 200 at 17 11-16c., 800 at 17 11-175c.; November, 100 at 17	e. 500 at	175 c.; Oct	ober, 300 at
Ì				
ı	to exchange 100 August for I	00 Septem	nber, Total, 17 5-16c., 90	2,400 bales.
ł	September, 400 at 17 %c., 7	od at 17	9-16c., 100 at 17	at 17 7-16c.
١	300 at 175c; January 200 to exchange 100 August for 1 To-day—August, 100 at 175c; September, 400 at 175c; 7 1,700 at 175c; 200 at 17 9-16c 175c; 200 at 17 7-19c, 103 175c; November, 100 at 17	at 17 9-16	e 200 at 1	7%c., 100 at
i				
1	ber, 100 November, at 1750 vember at 17 7-16c., toge			
1	ber at 1714c., together, total. 10.9.0 bales. The	Total,	quotations	of yester
1	day's forward deliveries ber, 17.78c., October, The actual receipts at the			
ì				
ı	nah, 85; Charleston, 180; W	imington,	Same day	v last week.
ı	2,560; same day last year, foreign ports closed thus:—	1 RWI R	tes for cotte	on freight to
ł	sail, 8-16d.; to Havre, by ste burg, by steam, 5-16d.; to H			
Į	pressed; to Baltie ports,	by sail,	%c. a %c.,	gold. We
ì		de. Alaban	na. New Or	cans. Texas.
j	Good ordinary 16	14	2 10%	16%
	Low midding 1736	19	1754	1936

	2,500; same day last year, 1,890. Rates for cotton freight: foreign ports closed thus:—To Liverpool, by steam, 4a,; b sall, \$-164.; to Havre, by steam, 1c., gold; sall, \$c.; to Hamburg, by steam, 5-16d.; to Bremen, by steam, \$c., gold. where the best of the ports, by sail, \$c. \$a.\$c., gold. W
	quote:- Fredands, Alapama, New Orleans, Texas
-	140 140 140 100
	Chand ordinary 10 a 10 a
	Low midding
4	Middling 91 91 21
6	The quotations are based on cotion running in quality no
1	
6	
	COPPER. There was a fairly active movement in Amer can ingot at about former prices. The sales compris
4	
6	
164	cial brands. In sheathing, &c., there were no changes. W
6	
1	the water and a same reliew include now ancerman and
6	boits, 24c., and do. nails, 22c.
20	
8.	sales were about 8,000 bbts., including some shipping Wester
200	
	and for some grades caster and \$4 10 at 24 15 for Brandywine
13	So 2 State
	No. 2 State. 4 75 a 5 Supersine State. 5 20 a 5
7	Extra State. 50a 5
	Extra State. 575 x 6 Choice do. 465 x 5
17	

GUNNIES. There has been an improved demand since on GUNNIES. There has been an improved demand since on GUNNIES. small bots changed thands within the ramp or \$10 a \$12 feet mess, \$12 a \$15 for extra mess, \$13 a \$23 for prime date tierces and \$24 a \$25 for Initia mess theres. Here hams remain duil and entirely nominal. Cut mests sold in a small way at steady prices, but the market generally was quiet. We quote: —Dry salied shoulders, \$5\(\chi\_{\text{c}}\); clear bellies, \$5\(\chi\_{\text{c}}\); bellies, \$7\(\chi\_{\text{c}}\); does not cut thams, \$11\(\chi\_{\text{c}}\); a spare crued and smoked do., \$1\(\chi\_{\text{c}}\); cat that it, \$1\(\chi\_{\text{c}}\); a spare crued and smoked do., \$1\(\chi\_{\text{c}}\); cat the range of \$6\(\chi\_{\text{c}}\); for do. Welsh and \$16\(\chi\_{\text{c}}\); a \$20\(\chi\_{\text{c}}\); a \$25\(\chi\_{\text{c}}\); a \$25\(\chi\_{\text{c}

## DOMESTIC MARKETS.

wise, LSES: saise of the Charleston, August 11, 1871.  Cotten dull; middlings, Be.; net receipts, 15;; export constwise, 31; saies, 30; stock, 3,233; net receipts of the week, 893; exports constwise, 940; saies of the week, 250.  Flour steady and unchanged; saies 1,700 bbs. at \$5,75 for No. 1 apring, \$7 25 for amber winter, \$7 75 for white winter \$8 37 for or white winter \$8 75 for or white winter \$8 37 for or white winter \$8 75 for white winter \$8 37 for or white winter \$8 37 for white winter \$8 37 for or white winter \$8 37 for whit	GALVESTON, August II, 1371.  Cotton quiet; good ordinary, 16c.; net receipts, 315; en ports constwise, 89; sales, 40; stock, 11,73; net receipts o the week, 1,727; exporis constwine, 1,852; sales of the week
Cotton quiet; middings, 174(c); ret receipts, 2; exports to Great Britain, 835; coastwise, 1,073; saics, 169; stock 4,949; net receipts of the week, 554; coastwise, 2,707; saics quiet for the week, 1,550.  Savannau, august 1, 1871.  Cotton in good demand for low grades; low middings floc; net receipts, 85; exports coastwise, 527; saics, 506 stock, 4,332; net receipts of the week, 520.  Crabit for the week, 520.  Crabit for the week, 520, coastwise, 521; exports coastwise, 91; saics, 50; sock, 5,232; net receipts of the week, 583; exports coastwise, 940; saics of the week, 520.  Cotton dull; middlings, 18c.; net receipts, 18;; exports coastwise, 91; saics, 50; sock, 5,232; net receipts of the week, 583; exports coastwise, 940; saics of the week, 250.  No. 1 sering, 57 25 for amber winter, \$7 75 for white winter \$8 20 for double catra. Wheat quiet; No. 1 Milwaukee Club held at \$1 23. Cora dull; round lots No. 2 lithious held at 50c; saics 2,400 bushels high mited, in lots, at 50c. Oaissone in market. Earley, rys and peas quiet. Cora mea \$1 40 for boited, \$1 35 for unboited, per cwi. Milifeed fruse shorts, \$30 a \$21; sinpstuffs, \$24 a \$25; middlings, \$30 pet on. Highwines, 90c. Canal freights—Wheat, \$80c.; cora shorts, \$40c. when york; lumber, \$5 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Hudson, \$6 50 to New York; lumber, \$6 50 to the Huds	Cotton dull and nominal; how middings, 1840, a 174c. net receipts, 182; gross, 189; sales, 40; stock, 41,885; net receipts of the week, 3.15°; gross, 3,99; exports to Great of the week, 3.15°; gross, 3,99; exports to Great of the week, 4,000. Britain, 7,192; coastwise, 778; sales of the week, 4,000.
Cotton in good demand for low grades; low intended less in the receipts, 85:3 experts coassivine, 62°; sales, 500 stock, 4,835; net receipts of the week, 721; exports coassivine, 1,829; sales of the week, 500.  CHABLESTON, Angust II, 1871.  Cotten dull: middlings, Re.; net receipts, 181; exports coassivine, 31; sales, 30; stock, 3,233; net receipts of the week, 835, exports coassivine, 940; sales of the week, 250.  Oswroo, August II, 1871.  Flour steady and unchanged; sales 1,700 bits, at \$5 75 for white winter \$5 20 for double extra. Wheat quiet; No. 1 Milwankes Club held at \$1 28. Corn dull; round lots No. 2 Illinois held at \$1 28. Corn dull; round lots No. 2 Illinois held at \$60; sales 2,400 biabels high mitted, in lots, at 50c. Osasiorts, \$20 a \$21; shipstuffe, \$24 a \$25; middlings, \$30 pet ton. Highwines, 90c. Canal freights—Wheat, 8,6c.; corn selection of the control of the sales of	Cotton quiet; middlings, 174c; ret receipts, 24; export to Great Britain, 585; coastwise, 1,078; sales, 169; stock 4,949; net receipts of the week, 536; coastwise, 2,797; saled of the week, 1,550.
Cotten dull; middlings, Re., net receipts, 181; exports constwise, 31; sales, 30; stock, 3,23; net receipts of the week, 893; exports constwise, 80; sales of the week, 250.  Oswago, August II, 1871. Flour steady and unchanged; sales 1,701 bbs, at \$5 75 for No. 1 spring, \$7 25 for amber winter, \$7 75 for white winter \$8 27 for double extra. Wheat quiet, No. 1 Milwaukee clust held at \$1 35. Corn dull; round lots No. 2 Illinois belt at \$1 35. Corn dull; round lots No. 2 Illinois belt at \$1 35. Corn dull; round lots No. 2 Illinois belt at \$1 40 for boited, \$1 35 for unbotted, per cwt. Milfred fruser shorts, \$20 a \$21; shipstuffs, \$24 a \$25; middlings, \$30 per ton. Highwines, 80c. Canal freights—Wheat, \$46. Corn dull; round lots wheat, 184 at 185 for the Huddon, \$4 50 to New York; lumber, \$50 to the Huddon, \$4 50 to New York; clumber, \$50 to the Huddon, \$4 50 to New York Allany \$56. Receipts by laxe—\$5,000 cunlets corn \$251,000 feet lumber. Shipments by canal—\$25,000 toshell wheat, 184,000 bushels corn, 7,500 bushes vye, 122,500 feet	Cotton in good demand for low grades; low intensity life.; net receipts, 55.8 experts consisting, 627; sales, 508 stock, 4,355; net receipts of the week, 721; experts consisting, 1,350; sales of the week, 550.
Flour steady and unchanged; sales 1,700 bbs. at \$5 75 for No. 1 apring, \$7 15 for amber winter, \$7 75 for white winter \$8 17 for white winter \$8 15 for dauble extra. Wheat quiet; No. 1 Milwaukee Club beld at \$1 25. Corn dull; round lots No. 2 Illinois beit at \$50; antes 2,400 bushels high mited, in lots, at \$00. Oats—none in market. Barley, rys and peas quist. Corn mea \$1 40 for boited, \$1 35 for unboited, per cwi. Milfeet firmer \$1 40 for boited, \$1 35 for unboited, per cwi. Milfeet firmer \$1 40 for boited, \$1 35 for unboited, per cwi. Milfeet firmer \$1 40 for boited, \$1 35 for unboited, per cwi. Milfeet firmer \$1 40 for boited, \$1 50 for unboited, per cwi. Milfeet firmer \$1 50 for \$1 5	Cotten dull: middlings, ise; net receipts, 18;; export constawns, 31; sales, 50; stock, 3,253; net receipts of the week, 598; exports constawns, 940; sales of the week, 250.
shorts, Sub a 21; sampatine, and treights—Wheat, 8 46; corn ton. Highwines, 90c. Canal freights—Wheat, 8 46; corn 8c., to New York; lumber, 85 50 to the Hudson, 84 5 to New York. Raifrond freights—Flour to Reston 55c., to New York 40c., to Albany 85c. Receipts by laxe—6,300 outshels corn 251,000 feet lumber. Shipments by canal—23,000 bushels wheat, 144,000 bushels corn, 7,500 bushes rye, 1,218,600 fee	Flour steady and unchanged; sales 1,700 bbs. at \$5.75 for No. 1 spring, \$7.15 for amber winter, \$7.75 for white winter \$5.27 for double extra. Wheat quiet; No. 1 Milwaukee cluid held at \$1.28. Corn dull; round lots No. 2 Hilmois bein to the state of th
251.000 feet lumber. Shipments by canal—23,000 boshou wheat, 104,000 bushels corn, 7,500 bushels rye, 1,218,600 feet lumber.	at 40 for boited, \$1 35 for unboited, per cwf. Milifeed frumer aborts, \$20 a. \$21 a inipatuffs, \$24 a. \$25; middlings, \$30 per 10 m. H gawines, \$90c. Canal freightsWheat, \$8,c.; cors. \$0c., to New York; lumber, \$55 to the Hudden, \$450 to New York. Rairroad freightsFlour to Boston \$5c, to New York than \$25 a. \$
	251.000 feet lumber. Shipments by canal—23,000 bushes wheat, 164,000 bushess corn, 7,500 bushess rye, 1,218,600 feet lumber.

Weekly Interior Cotton Markets.

870 - 6, 1871. 4,388 1,764 1,818 819 684

	187
Augusta	3,9
Macoo	3,4
Columbus	uni
Montgomery	1.7
	3.3
Commence of the control of the contr	10.00